

Iron County Register.

BY ELI D. AKE.

OUR GOD, OUR COUNTRY, AND TRUTH.

TERMS—\$1.50 a Year, in Advance

VOLUME XVII.

IRONTON, MO., THURSDAY, AUGUST 23, 1883.

NUMBER 6.

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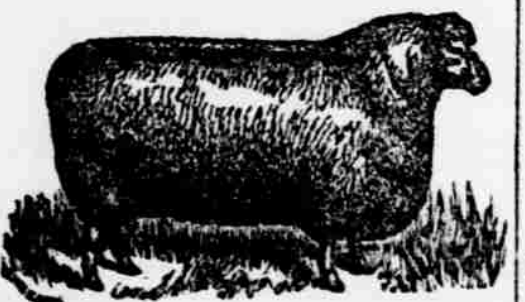
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GRANITEVILLE.

A Visit to the Quarries Which Supply St. Louis.

Magnificent Boulders—The Wonders of Red Quarry Land.

[St. Louis Post-Dispatch, Aug. 13.]

In a wildly picturesque section of Iron county, Missouri, 85 miles from St. Louis, the mammoth quarries of the Syenite Granite Company, from whence the material with which the streets of St. Louis are being reconstructed, are located. This granite section is somewhat famous, as having once been under the superintendence of President Grant's brother, Orville, when the Government contractor, Schneider, was developing the deposit in fulfilling contracts for the St. Louis and Cincinnati contracts. Mr. Schneider will also be remembered as the first contractor for paving St. Louis streets with granite. He found it much more convenient and less expensive to cut up surface boulders into paving blocks than to quarry for the mineral. These blocks were a failure, crumbling readily under wagon wheels. Their use on the street almost damned the entire idea of granite reconstruction. On invitation of Mr. W. R. Allen, President of the Syenite Company, a Post-Dispatch reporter joined a select party on Saturday evening, and visited the quarries, remaining over Sunday. The party was in charge of F. W. Mott, Secretary of the company. Chauncey I. Filley and Ira C. Terry were of the guests. A delightful ride down the Iron Mountain road brought the party shortly after dark to

THE STATION AND SHIPPING POINT of Middlebrook, where the switches leading to the quarries, two and a half miles distant, terminate. T. F. Walsh, Treasurer and active manager of the company, was at the depot with a wagon drawn by two enormous Norman horses. The visitors were soon ensconced in the wagon, and then followed a ride over the hills and far away. The road could hardly be called a boulevard. Mr. Filley remarked that a daily ride over it in a farm wagon would certainly cure the most confirmed case of dyspepsia consequent upon a torpid liver, in a week. A timid passenger suggested that as there were deep gullies on either side of the road, that the driver look out for bad places. Mr. Walsh replied in the language of the Irish pilot that he "knew every rock on the road," and as the wagon just then ran over a boulder with the effect of throwing all the passengers into the air as if they had been shot from a catapult, he finished with the pilot's remark, "and that is one of them."

IT WAS AFTER 9 O'CLOCK when the main street of the village of Graniteville was entered. By the pale rays of the moon it could be seen that there were about one hundred buildings scattered about. A well equipped general store, operated by the company, in which everything, from figs and tin cups to bacon and seersucker coats, can be obtained; a church and assembly hall; and an attractive hotel, located in the midst of a beautiful park, and surrounded by vine-clad verandahs, were conspicuous objects on the landscape. The hotel was erected by the company and leased to August Fromhold, than whom a more genial boniface never lived. He had prepared a hearty supper for the party. The night ride in the mountain air had prepared every one with a good appetite, and nothing was heard but the sounds natural to a feast of chicken and a crunch of bone for some time. An adjournment to the verandah for cigars gave Mr. Walsh and Mr. Mott an opportunity to state some facts regarding GRANITE AND GRANITEVILLE.

"On March 3, 1882, P. W. Schneider's lease expired," said Mr. Walsh. "He was at that time working one quarry, and during the ten years in which he had a lease had supplied the bridge and the St. Louis and Cincinnati Custom Houses with stone. On August 9, 1882, the Syenite Granite Company was duly organized. Schneider's unfinished contracts were taken up and fulfilled, one of the principal being the enormous flagging-stones that make the sidewalk for the new Custom House. W. R. Allen had previously gone into the street-paving business, and the demand for blocks exceeded the supply. Three new quarries were promptly opened, the new store and hotel erected, the narrow-gauge railroad, connecting with the Iron Mountain railroad and operated by mule-power, was taken up and a standard gauge road admitting locomotives to the quarry grade substituted. THREE NEW STEAM ENGINES were purchased to operate derricks, four steam drills of the most improved pattern were introduced to take the place

of hand-drilling, and inside of a month the capacity of the Graniteville quarries was established at 200,000 paving blocks per month. One hundred and seventy-eight skilled quarrymen and stone-cutters were on the pay roll of the company, and the total number of employees, including drivers and laborers, exceeded 250. The total population of the town is close on to 700, and during the season seventy-five children attend the school erected by Mr. Allen and maintained by his liberality. The town almost immediately became established as a post office; a telegraph line has been projected and will be completed this fall in conjunction with a street car line for the hauling of passengers and light freight from Middlebrook."

Ira C. Terry at this point called attention to the fact that the granite blocks are hauled in flat cars, each running on three trucks, the center truck being his invention. A car thus equipped carries a load of 60,000 pounds or 30 tons of granite.

"And we have sent as high as TWENTY CAR-LOADS DAILY out of here," remarked Mr. Newell, foreman of the quarries, who was enjoying his pipe in the shadows.

Secretary Mott, who has read up the subject of granite until he has become a profound geologist, got the attention of the group at this juncture and said: "Granite, as known to science and the books, is a hard, firm rock, composed of felspar, quartz and mica, united in a close-grained conglomerate, with an utter absence of stratification. It is this peculiarity of grain which gives it the name of granite. The mica is in some forms of granite replaced by hornblende, when the compound is known as syenite. Granite varies in color from a bright red to a gray, but the color cuts no figure in the matter of durability. There are, however, vast differences in the qualities of different granites taken from the same neighborhood, and it was the accident, ignorant or perhaps deliberate use of this inferior granite in the past that has given the opponents of granite reconstruction of the streets of St. Louis some reason for their position. As the quarry is now conducted each block as cut by the workman is examined by our inspector, and if it is in any way at fault it is rejected.

THE BLOCKS are again inspected by a city official, on duty where the paving is being done. Forsythe, the great quarryman of Montreal, Canada, was in St. Louis two weeks ago, at the instance of Chicago parties, that city having granite reconstruction under consideration. On the suggestion of Gen. Turner he visited the quarry. He was astounded that we should take our granite out in five-ton blocks to cut up in paving blocks. "Such splendid blocks as you cut up for paving stones would be used only for monumental purposes in any other quarry on the continent," he said."

Supt. Walsh gave some information as to wages paid the men working in the quarries. The block-cutters are all Scotchmen, brought up to the business. It is a work of rare skill. The cutter gets 4 to 5 cents for each block cut, 4 cents for work on straight blocks, and 5 cents when the block is of an irregular formation. In the quarries off the coast these cutters, or "reelers," as they are called, are paid only 2 cents per block. Men employed at Graniteville make from \$3.50 to \$5.50 per day. Mr. Walsh also gave an extended description of the quarries near Knob Lick, St. Francois county, where

THE TOWN OF SYENITE has been built by the company. Two quarries are in operation there, each manned with steam drills. The granite there is of the gray kind. The machinery for polishing monumental work is all at Syenite, and blocks are sent from Graniteville to Syenite, eighteen miles away, to be finished.

Everybody rises early at Graniteville, and at an hour when ordinarily the visitors would be enjoying a profound morning nap they were out scrambling over great masses of paving stones, walking around boulders, examining the quarries and at last standing in amazement, amidst the most remarkable collection of mammoth boulders of rare, curious and striking shapes to be found on this continent. The public has been made familiar, by means of engravings, lithographs and photographs, with some of the remarkable geological formations on the lines of railroads much traveled by tourists. Often one towering sentinel, "devil's arm chair" or "lover's leap," is the sole attraction offered the tourist. Here, within eighty-five miles of St. Louis, and known only to a few comparatively, is A PARK OF 500 ACRES, containing more rocky wonders than

can be found any place, not excepting the Yellowstone Park. An enormous ridge, extending almost in a semicircle about the portion now being quarried, abounds with these mysterious and marvelous formations, and the Iron Mountain Company in perfecting its arrangements with the Syenite Company stipulated that what must prove an attraction of world-wide reputation, bringing thousands of tourists annually from every section, must under no consideration whatever be touched by the vandal hand of the quarryman. It is almost impossible to do the scene justice. For an hour the writer wandered between, around and under the shadows of boulders that are larger than houses. At the very apex of the mountain, which is 1,400 feet higher than St. Louis, is the wonder of the region,

A VAST BOWLER, thirty-five feet high and forty feet long, the resemblance of which to an elephant is startling, viewed from any point. The trunk is almost perfect, hanging from the head, which is turned partially side ways, and from the rear view the resemblance is complete to the bifurcation. It is difficult to look upon it as a mere freak of nature, so much art and design does the figure possess. All around are other formations equally remarkable. One mammoth rock is "the Terrapin." Others weighing from ten to twenty tons are as round as if turned from a lathe. A perfect boulder, the weight of which is estimated at forty tons, rests upon a space no larger than the crown of a hat. It would seem that a child could topple it over. A cave, formed by boulders, which a one-armed man could successfully hold against a thousand, is pointed out as the fastness which Sam Hildebrand, the noted desperado, inhabited during the war. Hildebrand was joined by other desperate characters, and here in this position, impregnable to attack, they defied capture—as safe as Roderick Dhu and his men. From this summit the beautiful Bellevue Valley can be seen for fifteen miles, little white villages nestling in the green fields, while the Ozark Mountains loom up in the distance, dark and grim. Through glimpses in the hills Pilot Knob can be seen towering in the sky, and a look in another direction shows the red earth of the Iron Mountain glistening in the sun.

THE PARTY LINGERED among the boulders on the mountain top, lost in wonder and admiration, until a boy came tolling up to the summit to say that breakfast had been waiting for an hour. After the meal and a lounge in the shade, another excursion was organized and the remainder of the boulder ridge explored, and the quarries more carefully inspected. The process of removing granite from its bed has been so often described that it need not be detailed here. Suffice it to say that the supply is inexhaustible; no man ever ascertained the depth of a granite formation, and there is a general belief that it extends clear through to China. There are now 400,000 completed paving blocks on the ground. The party return to St. Louis this morning, the trip being made to the Middlebrook depot at 2 A. M. in the same wagon. A most enjoyable time was had, and Superintendent Walsh is certainly one of the most hospitable of men.

Gould Fearing Assassination.

Mr. Crosby, former law partner of Judge Fullerton, says that Jay Gould would not go to Saratoga on account of his fear of assassination. He never goes "down town" any more after night on account of his physical fear. His court retirement constantly, regarding safety as only found in public ignorance of his appearance. It is a common belief among New York men that Gould will not die a natural death. They say that he has ruined too many men, and that some time a really desperate man, with nothing to lose, will shoot him. It is on account of this fear that Jay Gould has built his yacht for his summer recreation, not caring to trust himself at any of the regular resorts.

The Georgia Legislature has voted \$1,000,000 for a new capitol.

The Electric Conduit Company, with \$1,000,000 capital, has been incorporated in New York.

"Bonanza" Mackey has been elected director of the Postal Telegraph Company, of New York.

For the six months ended August 1, 106 persons were killed and 401 injured on the railroads in New York.

Owing to the surplus in the National Treasury, the bonds of the 121st call will be redeemed without rebate.

September 21, 22 and 23 are the dates for the seventh annual congress of the National Liberal League, in Milwaukee.

The Indian schools throughout the West are making excellent progress, and enrollments everywhere are increasing.

Over 1,300 cases of leprosy exist on the Hawaiian islands. The disease is increasing in the American and European settlements.